

FIREMEN RESCUE TWO IN CABIN

TWO MEN were rescued by firemen after being trapped aboard Northern Engle last week while breaking up the vessel at a Hull yard.

The men, Walter James Rea (46) and Raymond Benn (40), were revived by resuscitation equipment after being pulled out of the smoke-filled stern by firemen wearing breathing apparatus.

They were taken to Hull Royal Infirmary to be treated for burns to the face and hands and exposure to fumes. The men were stated to be "poorly, but improving".

WFA rate changes

CHANGES in Whita Fish Authority and Herring Industry Board loan interest rates were made on September 11.

The new rate of interest for fishing vessels under 80ft, end new engines are up to five years, 12½ per cent; five to 10 years, 12½ per cent; 10 to 15 years, 14 per cent; over 15 years, 14½ per cent.

For processing plants: up to five years, 14½ per cent; five to 10 years, 14½ per cent; 10 to 15 years, 14½ per cent; 15 to 20 years, 16½ per cent.

Herring boats 'to sail south for mackerel'

AN INVASION of south west waters by Scottish trawlers and purse seiners could start on October 5 or 6.

This was the forecast given by Donald Loudon, chief executive of the Anglo-Scottish Fish Producers' Organisation.

Mr. Loudon said that more and more boats were joining a "circus-type operation".

He said about 80 Scottish units displaced by the ban on herring fishing in the North Sea — which came into effect at midnight on Sunday — had moved down to the Isle of Man after herring.

The Isle of Man fishery closes on October 4 after which I can well imagine that the boats will go to the south west after mackerel."

These boats would have gone after herring in the Minch, but the fishing there this year is "not looking good."

Mr. Loudon said he did not think the mackerel could withstand for very long the kind of fishing it would be subjected to.

"Some of the northern boats are involved in such a



Donald Loudon
Jimmy Lovie

financial outlay that their owners are convinced they are going to go bankrupt," Mr. Loudon said. "There are some desperate men who, if they are going to go out, would like to go out with a flourish."

Mr. Loudon said a series of meetings was being planned to see what could be done. The first was on October 1 between representatives of the various producers' organisations. On October 14, there was to be a meeting at the Ministry of Agriculture, Fisheries and Food with special reference to the mackerel crisis.

He said the various P.O.s had been asked to get together and sort out the problem themselves, but they were tending instead to get into "a confrontation situation" during the meetings.

Take were going on in London on Monday between Tony Burne, the principal at the meeting, and Jimmy Lovie, chief executive of the Scottish Fisherman's Organisation and Gilbert Buchanan, of the Scottish Herring Producers' Association.

A spokesman for the Ministry said that they had written to the producer organisations reminding them that they had an obligation to relate supplies to demand, and not to just "fish, fish, fish" regardless.

He said: "We have asked for weekly returns to be made so that we can keep the situation under continuous review."

MP calls on Arbroath to back meeting

A CONFERENCE for Arbroath fishing industry is to be held in the town on October 2 to give everyone the chance to air their views.

The meeting, which will be chaired by Allan Caird, secretary of the Arbroath Fishermen's Association (AFA), has been convened by Andrew Welsh, SNP MP for South Angus.

He said: "My aim is to have every section of the fishing community in Arbroath represented at the meeting — fishermen, merchants, wholesalers, representatives of the fisheries research laboratories, Ministry of Agriculture and Fisheries and other fishing experts. The situation in the fishing industry is above party politics now."

"I want to have every view of the local fishing community covered so I can put their case fairly and squarely before the Government."

The proposed meeting with the AFA board last week, catalogued some of the points the experts have in mind: the future of the industry generally.

These included: the Department of Trade and Industry regulations for safety

Crabbers protest as gear losses mount — FRENCH HIT TOO

SHELL FISHERMEN in South Devon and France have joined in complaints about the activities of Eastern Bloc trawlers in the Channal.

Crabber from Plymouth, Salcombe, Dartmouth and Paignton are claiming that iron curtain trawlers operating off the south coast of Devon are not avoiding their strings of pots. Hundreds of pounds worth of gear, as well as fishing time, is being lost.

Maurice Browne of Browne Bros., Paignton, which operates three crabbers in the 50ft range and processes catches at its harbourside factory, said there seemed to be more Eastern Bloc trawlers than ever.

They were mud-water trawlers some 35 miles off Start Point and were often carrying away the marker buoys. Equipment could be lost end, at best, fishing time was sacrificed in dragging for unmarked pots.

One boat, said Mr. Browne, lost 15 pots of a string in one incident.

Prices make up for bad weather

Dogs for Fleetwood market

THE former Ralgip pocket trawler *Susan B.* (Skipper, Derek Reader) grossed £3,750 at Fleetwood last week for 201 kites, including 183 doge, after a three-day trip.

On the same day the pocket trawler *Resolute*, under command of former ditta command of former ditta skipper John Rawcliffe, returned with 12 rawcliffe, including 125 of doge, which sold for £3,913 — the vessel's biggest grossing

"I am looking forward, very much indeed, to my new job — both at home and in Europe — which I am sure will be challenging and rewarding."

"I am conscious of the important task the Prime Minister has given to me in making me responsible for such a vital part of our economic life."

These industries have a fine record of contributing to the well-being of the nation and I want to see them thrive through efficient development. I will do my best to provide the conditions in which this can be achieved.

"In particular, I am anxious that representatives of each of the industries, for which I have a responsibility, know that I am available to discuss with them their plans and problems."

"I would like, in taking up my new office, to send this personal greeting to everyone in the agricultural, horticultural, fishing, food and drink industries."

"I am grateful to the association to Mr. Clegg to make further representations to the appropriate Government bodies."

In addition, other inshore fishing associations would be contacted in the hope that a national effort could be made on the matter.

Inquiries would be made whether any Government bodies would provide grants for work.

"In particular, I am anxious that the port authorities

divers to map wrecks

DIVERS at Christchurch are diving between Milford Haven and the Needles to prepare a chart of all the wrecks in the area.

A number of wrecks are already known, but the team of club divers is investigating areas where fishermen say they keep snagging nets.

Peterhead tops £10m.

WHITE FISH landings at Peterhead last week totalled 20,910 cwt, valued at £320,854, bringing the port's earnings since January 1 to a record £10,291,789.

This is the first time that the port has exceeded the £10m mark for white fish landings. The previous best total for 12 months was £9,680,000 in 1974.

More details in *Fishing News*.

last week.

Scare over Jup-weed

Pieces of a mystery seaweed plucked up in the Lune Dunes off Fleetwood were thought to be fast-growing Japanese type which has been choking harbours on the west coast.

Kelp was sent to Lancashire and East Sea Fisheries' Joint Committee senior scientist, Dr. P. A. Driver.

He has allayed local

fisherman's fears by

saying that the weed is a

harmless variety of

Sargassum. He

said that the weed, to

the layman, bears a

resemblance to the

Japanese weed spreading

from the Isle of Wight.

Illustrated is a coberton type 3PN8G net drum with a 4-ton pull and capacity of 3 cubic metres. Special features are the integrated propeller, propeller shaft, heavy-duty clutch, which gives features similar to all fishing trawlers. This is only one of Robertson's net drums and travel winches range scientifically prepared for all classes of trawlers.

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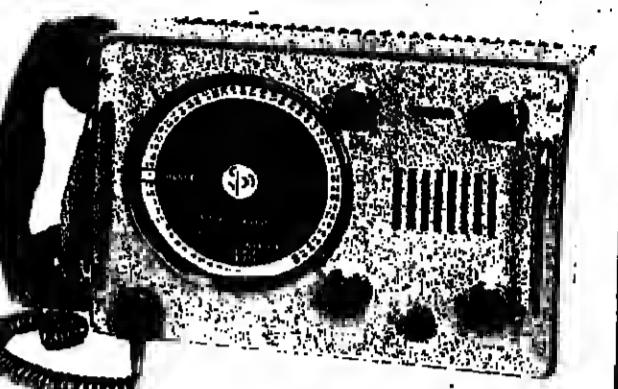
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FISHING NEWS

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Tel. Dyce 284.

Fish venture hopes sink

THE PLANS of 32-year-old Plymouth man, Victor Chittick, to set up his own fishing business were destroyed on Wednesday last week.

His 23ft, open boat *Daybreak*, which he had bought in Poole, Dorset, the day before for £700, had to be abandoned in mid-Channel when she became waterlogged on the trip to Plymouth.

Torbay lifeboat was called out to help Mr. Chittick whose boat broke down nearly 30 miles south-east of Berry Head.

He had been spotted, with engine and compass out of order, by the 3,000-ton Norwegian ship *Hoch*. Mr. Chittick was taken aboard suffering from exhaustion.

The ship radioed for help and Torbay lifeboat, under Coxswain George Dyer, made a four-hour trip in rough weather to take Mr. Chittick aboard and tow *Daybreak* back to Brixham. But, after six miles, it became obvious the fishing boat was taking in too much water. She had to be abandoned in a sinking condition.

Mr. Chittick, who had given up a job as a temporary storeman, had saved for a year and borrowed money to pay for *Daybreak*.

"Now I've lost everything," he said.

Fish campaign

PROMER, the French organisation which promotes fish consumption, is launching a £200,000 television and radio advertising campaign. The theme will be: "Eat fish and draw closer to nature". The campaign will continue until December.

THE 108ft. North Sea trawler *Loueden* (above) became the latest Grimsby vessel to write her way into the record books with a port high for the 100-110ft class of £11,778 from 321 kites on Wednesday last week.

Loueden, and her sister-ship *Lofoten*, are among the smallest trawlers operating from Grimsby and the big grossing a bonus for owners. Lindsey Trawlers Ltd., the port's only remaining specialist North Sea trawling company, had gambled on putting both vessels back fishing after laying them up earlier in the year.

Skippard by George Ireland, **Loueden** spent 13 days at sea and, but for some really stormy weather, would almost certainly have bettered her grossing. In her catch were 98 kits of pilchard and lemons, 184 of codlings and nearly 50 of dogs.

Two of the port's successful south-fishing vessels also landed last week. **Rosemary** (Skipper Alex Simpson) made £1,389 from 145 kites, while **Picton Sea Eagle**, with Skipper Robert Foster in command, made £3,668 from 118 kites.

Later in the week the market fell away to some extent. **Andrew Wilson** (Skipper Fred Thompson) landed 31 kites, including 20 of haddock, 10 of cod, 10 of whiting and 10 of plaice and eight of sole.

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Telephone: 3412 Telex: 87221

ROBERTSON NET DRUMS

Published weekly.
Postal subscription rate
£7 per annum.
£7.00 overseas.

Registered as a newspaper at the Post Office.

Editor: Harry Barratt.
Assistant Editor: Ian Strutt.

Scottish Correspondent: Gloria Wilson.

Advertisement Director: Fred Pursell.

Managing Director: W. A. Cathles.

ABC

110 FLEET STREET, LONDON EC4A 2JL

Telephone: 01-363 6661.

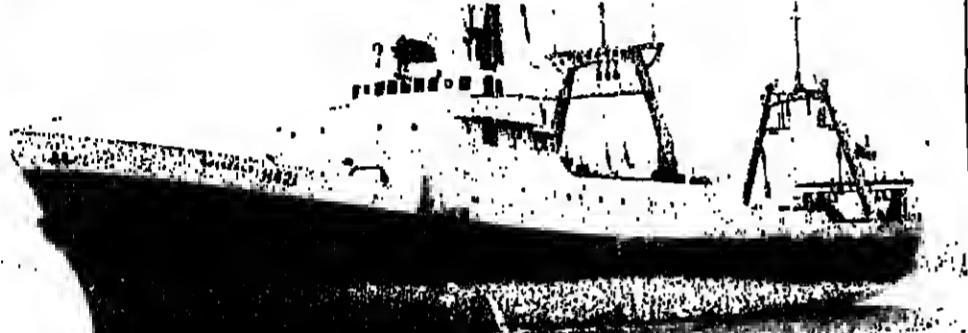
Icelandic fish every 10 days

AN ICELANDIC company is to send a cargo ship laden with fish meal and stockfish to the Suffolk port of Ipswich avary ten days.

Most of the stockfish is expected to be shipped out again to Nigeria. The company, Hafskip of Reykjavik, stopped sending consignments through the port three years ago.

Swanella in for repairs

THE 1,779-ton Hull freezer *Swanella* (below) put into Fleetwood after developing trouble with her engineroom switchboard last week. The vessel was heading for the fishing grounds from Milford Haven where she had unloaded her catch when the trouble occurred. J. Marr and Son Ltd. staff from Hull assessed the damage and decided to have repairs carried out at the Wyre port.



COD TOPS £40 A KIT AT GRIMSBY

COD is currently outpricing haddock on Grimsby market and North Sea shelf cod has been changing hands at prices frequently in excess of £40 per kit.

The port has been going through another period of slack landings, mainly due to the harsh weather on the near/middle water grounds.

There were top prices, too, for Icelandic codstuffs and Skipper Colin Newton in Boston Group's *Belgoun* headed another good week for the seven Icelandic landings. She had a £58,889 grossing from 2,075 kits after a 22-day trip.

Just behind, BUT's Ross Rainfinches (Skipper David Scott) also did well with £55,238 from 1,819 kits, but the really outstanding distant water performance came from Consolidated Fisheries' *Sours* (Skipper W. G. Hardie, jun.).

Skipper Chris Oleson in Richardson's *Linde Liee* narrowly battered *Edlei* (Skipper-owner Leif Grave-

sen), working through the 721 kits, again mainly

trawlers working Iceland, the 140-footer netted up £49,281 from 1,837 kits after a 22-day trip and, in doing so, she topped Consolidated's previous best-ever Icelandic grossing.

The middle water fleet working the Faroes and Westerlies again found gale-force winds a major problem.

Fast time

Cetbes were down all round, but even so there were useful grossings from *Oako* (£15,619 from 529 kits) and *Ogano* (£14,759 from 521 kits) of the H. L. Taylor fleet. *Ross Jaguar* (£15,315 from 554 kits after only 12 days), *Ross Khorlour* (£15,361 from 642 kits) and *Ross Panther* (£16,089 from 686 kits) led the BUT landings.

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Small's fleet to 'make profit soon'

SMALL and Co. of Lowestoft has increased its oil-rig supply fleet to seven but remains "very much a fishing firm."

"Five of our Appledore-class trawlers are continuing their fishing operations" said a company spokesman.

"Market prices seem to be firming and we believe it will not be long before our trawlers return to profitable fishing."

"Meanwhile, we see no reason why the oil and gas industries should not continue to prosper side by side."

The John R. agency dominated pair landings with *Anno Michelle* (Skipper Michael Josephson) and *Sonia Jane* (Skipper David Hawley) grossing a combined £23,766

from 721 kits, again mainly

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PROTOTYPE CORMISH 26-FOOTER

CYGNUS Marine's GM range of GRP fishing boats is now almost complete with the launch of a prototype 26-footer earlier this month. A 21-footer — in conjunction with G. Percy Mitchell and Sons — is due out in six to eight weeks.

The GM26 Alma, owned by Norman Stoley of Combe Martin, North Devon, is the first to be completed by Cygnus although another GM26 is fishing after being fitted out privately.

Alma has a hull form identical to her larger 32 and 36ft. sisters, as she has also been designed by Gary Mitchell of Mevagissey. She has a six-ton displacement and the fact that the engine is mounted under the wheelhouse door outlines the fullness of her bilge. Speed is expected to be approximately eight knots.

Alma has an enclosed forward wheelhouse to the standard Cygnus design, but this has been raised to accommodate the owner's height. A twin-burner grill, sink, Ferrograph GRM sounder, Seavoice VHF, and a very comprehensive steering console, completes the wheelhouse fittings.

Steering is heavy-duty chain and gypsy operating 3.8 in. steel wire and there are dual-station steering and engine controls adjacent to the working position.

The forepeak comprises chain locker, twin full-length banks and a marine toilet — a tall order to fit in the forepeak of a 26-footer, but it all goes in with room to spare.

Propulsion is by a Thurcroft 154 diesel rated 45hp at 2,000 rpm, driving through a PRM 155 gearbox of 2:1 reduction. This turns a 13in. diameter stainless steel shaft and 20in. x 12in. manganese bronze propeller, plus a PTO shaft. Well located, it belt drives the dubious 13in. bilge pump and Spencey-tarter clutch/hydraulic pump.

All bilge plumbing and electrical conduits in the engineering are of heavy galvanized steel. Engine accessibility is good, but a raised plinth all of the wheelhouse was necessary to house the after part of the machinery.

A Spencer-tarter 1,000 lb.

crease the accommodation space and so allow for a little more crew comfort.

The new 21-footer will be moulded by Cygnus, but fitted out at the G. Percy Mitchell yard at Mevagissey run by the designer of the pots.

A loose-hoisted well deck with steering locker aft, surrounded by massive teak gunwales, completes the general layout. All the painting and varnishing on this vessel is scratch.

Cygnus Marine employs 45 people and is at present fitting out eight fishing vessels, including two 36ft. trailers. Part-complete boats are now more than half of the firm's output.

Boats are available at any

state of fitting out and so craft leave the yard from the basic hull stage onwards.

The three-boat Cygnus range is now proving so popular with fishermen in England, Ireland, France, the Channel Islands and Scandinavia that large and ultra-modern fitting out shop is to be built.

Cygnus Marine employs 45 people and is at present fitting out eight fishing vessels, including two 36ft. trailers. Part-complete boats are now more than half of the firm's output.

Boats are available at any

wheeled in from the moulding shop and towed out ready for launching.

The rear of the shed will be a working and fabrication platform built up around 10 ft. high, which will give workmen direct access to the boats.

A number of skippers whose boats have fallen foul of the D.C.L.'s safety surveys are looking to the GM36 craft as an alternative to their present 50-footers. A well-fitted out 36ft. trawler will be sailing up to a Yorkshire port next month.

Alma seen just after her launch during trials (below) when her hauler and rigging had been set up mainly for lobster pots.

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boats.

There are no range rings,

but the display incorporates

an electronic variable range

marker with target range

shown on a double calibrated

scale covering 0.2 n.m. and 2

0.4 n.m.

Other features of the display unit are rain and sea clutter controls, gain and brilliance controls, and the four-position range selector switch. There is a heading marker automatically aligned with the scanner.

This is mounted inside a

glass fibre radome which also

contains the magnetron

assembly, modular printed

circuit and the scanner motor

drive unit.

The scanner, rotated at 20

rpm, is a double parabolic

reflector with one reflector

serving as the transmitting

antenna and the other for recep-

tion of the returned signal.

The rotating radome

shelters the scanner from

wind resistance and so makes

it possible to use a small 6

volt electric motor in the

drive unit, with consequent

minimum strain on the power

supply which is standard at

12 volts d.c. The normal load

on this is 3 amps, so power

consumption is only 36 watts.

Apart from those units

carried in the radome, all

other transmitting and

receiving circuitry, with ex-

cept about fitting into a limited

space, is built into the

display unit case. There's no

separate transmitter /

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SAWYARDS in Poland were presenting a series of nine steel tank fl long-liners to owners in the Faroe Islands.

The yards have also received an order from East Germany for 20 of the new B-110 class stern trawler now being built in the Laska yard.

These ships, and several other new types for series building, were shown in model form on the stand of Poland's Navimor small-ship export organisation at the Nor-Fishing '76 fishing exhibition in Trondheim last month.

In this, its sixth showing, the Norwegian two-yearly international fisheries fair had 210 exhibitors representing more than 500 manufacturers of fishing gear, processing plant, fish finding and navigational equipment, plus a huge variety of other products for commercial fisheries.

The fair was visited by some 30,000 people from more than 40 countries.

On two days during the week, fishermen also packed out seminar sessions which reviewed some of the more immediate problems of Norwegian and European fisheries.

In common with many other participants in the ex-

FISHING NEWS

Torroe builds up steel long-liner fleet

NOR-FISHING SHOW REPORT

tion, the representatives of Navimor said they had been impressed by the interest visitors had shown in their vessels and equipment.

They thought that the Faroe long-liners were among the most promising of the new designs from Polish yards, and they expected the first order for nine to be followed by others.

This shelter-deck vessel has an overall length of 103.6 ft., a length bp of 88.9 ft., moulded breadth of 24.0 ft. and depth moulded to upper deck of 18.7 ft. The ship is being built by Det Norske Veritas classification +1A1 Deep Sea Fishing. Accommodation is provided for 15.

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,630 cu. ft. and is insulated by waterproof expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Baltic

Worked by a crew of seven men, the B-110 trawler has been introduced to Poland's coastal fishing enterprises working in the Baltic Sea. In addition to the 20 for East Germany and other exports, about 70 will eventually be delivered to the Polish enterprises.

The B-110 is 83 ft. long overall, with a length bp of 73.8 ft., and a moulded breadth of 23.6 ft. The insulated fish hold has a capacity of nearly 3,000 cu. ft. The main engine of ships of the class is a Polish-made Sulzer diesel developing 870 bhp at 750 rpm to give a speed of 11 knots.

Also shown as a model on the Navimor stand was the larger TR-30 stern trawler, a ship 99.6 ft. long overall with a moulded breadth of 25.9 ft. and an insulated hold with a capacity of 6,180 cu. ft. This ship is worked by a crew of 14.

The main engine is a Caterpillar 1208 TA developing 850 hp at 1,226 rpm.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the MaK engine stand and represented a new and revolutionary type of research trawler which is being built by the Sterkader yard, in Kristiansund N., for the fishing vessel owner Erik Alarthusen. To be called *Lance III*, the trawler replaces a ship of the same name which was lost a short time ago.

The cost of the new *Lance* is said to be more than £1m.

At the previous Nor-Fishing exhibition in 1974, Simrad announced that it was developing a computer-linked

sonar situation display system for purse seining.

In this system a minicomputer co-ordinates data from a sonar, a speed log, a compass to give a compact CPTI presentation of a school of fish relative to the movement of the vessel at gear.

Bearing, range, depth, speed and swimming direction of the fish are indicated and so too, is the position and course of the vessel.

The computer programmed to keep sonar tracking the fish, they stay on the CRT screen. During the catching operation, another symbol shows the setting of the net.

At the 1976 exhibition Simrad was able to demonstrate the system during trips into Trondheim harbour around the ship.

The 70DS has reported

large single fish at depths down to about 50 fathoms and fish schools at 1,000 fathoms. Used in the Antarctic, it helped the two German ships observe concentrations of krill both near the surface and also (to the surprise of the observers) at towing depths of 100 to 150 fathoms.

With these latest probes, experimental trips by the Russians and the Japanese indicated that catch rates of krill might exceed about 50 tons a day. The Polish researchers at the Institute of Marine Research in Gdansk have developed a new and revolutionary type of research trawler which is being built by the Sterkader yard, in Kristiansund N., for the fishing vessel owner Erik Alarthusen. To be called *Lance III*, the trawler replaces a ship of the same name which was lost a short time ago.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

£58,889: *Balgauum*, Boston (Sk. C. Newton), 2,075k, 1, 29 days.

£55,523: *Ross Ramitille*, BUT (Sk. D. Scott), 1,819k, 1, 21 days.

£49,137: *Vianova*, BUT (Sk. A. E. Allen), 1,755k, 1, 24 days.

£47,281: *Rose Rodney*, BUT (Sk. G. Carsberg), 1,615k, 1, 21 days.

£40,266: *Valesus*, Boston (Sk. A. Hollington), 1,483k, 1, 21 days.

£38,654: *Vivaria*, BUT (Sk. J. Gilby), 1,393k, 1, 21 days.

£49,681: *Spurs Consol* (Sk. W. Hart-Dunn), 1,336k, 1, 22 days.

Middle water

£13,619: *Osaka*, Taylor (Sk. P. Brown), 529k, F/W, 17 days.

£15,361: *Ross Khartron*, BUT (Sk. W.A.E. Smith), 523k, W, 16 days.

£15,315: *Rose Jaguar*, BUT (Sk. D. Speck), 554k, W, 12 days.

£15,059: *Ross Panther*, BUT (Sk. W. Stukes), 688k, W, 15 days.

£14,755: *Ogano*, Taylor (Sk. G. Loudes), 521k, F, 16 days.

North Sea

£11,778: *Loveden*, Lindsey (Sk. G. Ireland), 321k, NS, 13 days.

£7,988: *Lepanto*, Lindsey (Sk. R. Sinclair), 274k, NS, 12 days.

Sliners

£9,718: *Christiansborg*, Boston (Sk. E. Dan), 380k, 16 days.

£15,820: *Lindenberg*, Boston (Sk. N. Winkel), 325k, 12 days.

£15,200: *Visborg*, Boston (Sk. V. Jensen), 244k, 18 days.

£13,890: *Falkenberg*, Boston (Sk. O. Pedersen), 304k, 14 days.

£15,583: *Sonderborg*, Boston (Sk. M. Jeneen), 110k, 13 days.

FLEETWOOD, Iceland

£34,338: *Gouina*, Marr (Sk. J. Reddington), 1,227k, 22 days.

£30,828: *Boston Beverley*, Boston (Sk. H. MacMillan), 1,065k, 22 days.

£30,303: *Irvana*, Marr (Sk. A. Buchanan), 1,693k, NS, 3 days.

£5,074: *Adepti*, AF (Sk. P. Murray), 1,004k, NS, 3 days.

£23,401: *Ella Hewett*, Hewett (Sk. J. Buckley), 809k, 20 days.

Home water

£15,931: *Armano*, Marr (Sk. J. Burns), 738k, 13 days.

£12,600: *Norino*, Marr (Sk. J. Summer), 738k, 13 days.

£12,304: *Wyre Defence*, Wyre (Sk. R. Farrar), 680k, 12 days.

£12,258: *Lindisfarne*, Irvin (Sk. J. Bailey), 10,020k, NS.

£12,209: *Wyre Conquerer*, Wyre (Sk. B. Hargreaves), 483k, 15 days.

£8,700: *Boston Stirling*, Boston (Sk. W. Bridge), 477k, 15 days.

£6,829: *London Town*, Hewett (Sk. J. Pickens), 282k, 14 days.

£6,676: *David Wilson*, Hazael (Sk. J. Banks), 401k, 9 days.

£6,225: *Andrew Wilson*, Hazael (Sk. F. Thompson), 314k, 14 days.

Near water

£3,913: *Resolute*, Ward (Sk. J. Rawcliffe), 212k, 13 days.

£3,750: *Susan Bird*, Bird (Sk. W. Reader), 201k.

£2,410: *Neils John*, Hewett (Sk. C. Kneale), 72k, 14 days.

£1,546: *Starbank*, Ward (Sk. R. Rowbotham), 113k, 12 days.

£8,026: *Solveig Borum*, (Sk. D. Sheriff), 288k, and £7,973: *Ling*

137k, NS, 13 days.

Pair teams

£12,038: *Anna Michelle*, (Sk. M. Josefson), 387k, and £11,727: *Sonia Jane*, (Sk. D. Bewley), 384k, both

John R. N., NS, 10 days.

£11,891: *Golden Venture*, (Sk. P. Pulfrey), 368k, and £9,946: *Skanderborg*, (Sk. D. Auckland), 297k, both John R. N., NS, 9 days.

£10,874: *Trendsetter*, (Sk. M. Jensen), 361k, and £7,522: *Athabasca*, (A. Albrecht), 248k, both

Sleight, NS, 15 days.

£8,026: *Solveig Borum*, (Sk. D. Sheriff), 288k, and £7,973: *Ling*

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Alderman*, Boston

Kestrel, Prince Philip, From White Sea: *Gillingham*, Crystal Palace, From Faroe and Arctic Rebel, Arctic Cavalier, Westerly: *Blackburn Rivers*, Ross Trajan, Ross Zebra, Yessu, Ross Jackal, Ross Zebra, Yessu, Ross Jackal, Ross Cuagur, Onko, Kingston Pearl

Erima, Okina, Hondo, Ross

Khortaum, Toku.

HULL

Expected during the week:

Arctic Rebel, Arctic Cavalier,

Westerly: *Blackburn Rivers*,

Ross Trajan, Ross Zebra, Yessu, Ross Jackal,

Ross Cuagur, Onko, Kingston Pearl

From Faroe and Arctic Cavalier,

Westerly: *Blackburn Rivers*, Ross Trajan, Ross Zebra, Yessu, Ross Jackal,

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PORT MARKETS

MONDAY, SEPTEMBER 20

GRIMSBY

A good supply of 2,708 kts

from 26 boats net a fair demand.

Prices: sole, £1/14; codling, £1/10; £13/80; large haddock, £3/10; medium, £2/80; small, £1/80; £2/2; best medium, £2/80; large plaice, £2/4; medium, £2/2; best

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